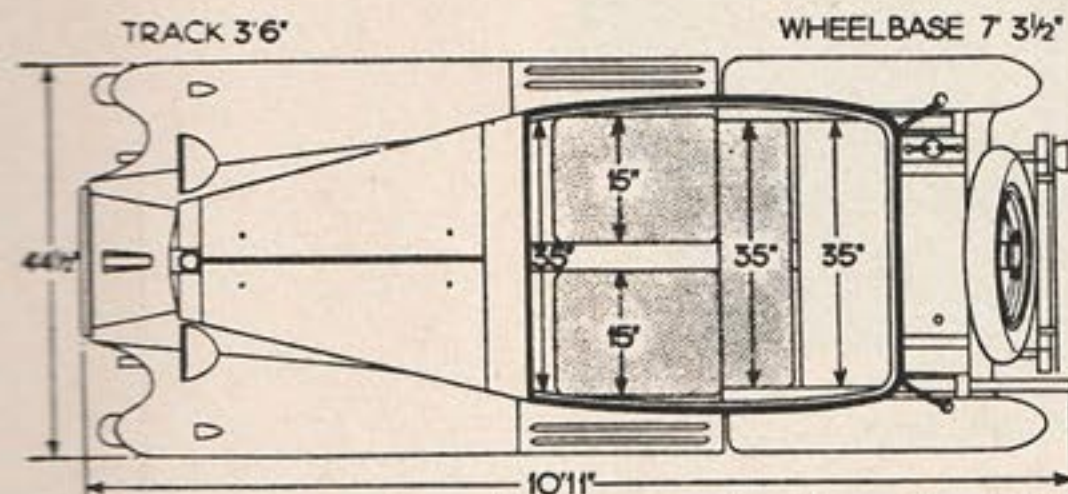




"THE AUTOCAR" ROAD TESTS

M.G. MIDGET P-TYPE TWO-SEATER



for the Midget in the ordinary way, for it can be taken along at whatever speed within its range the road permits; 60 m.p.h. is quickly attained on a good open stretch.

The gear change, especially between top and third, is a delight to use, third is barely distinguishable from top in sound; the upward changes, except between third and top, need a fair pause in neutral. The performance would be still better in acceleration were it possible to get through more rapidly from first to second and from second to third without crashing the gears.

The two-seater body is comfortable and adequately wide; the windscreen has a double-blade electric wiper, there are recessed traffic signals, and the head-lamp beam is good. An important point which has been noticed in all the normal M.G. models is the instantaneous starting from cold, with very little use indeed of the mixture control.

It is possible to say of this particular car, in a way not always feasible under the conditions of an ordinary test, that the oil consumption was exceptionally light.

The hood is easily raised and lowered, there are good side screens, and a fair-sized luggage space is provided under cover. The seats are very comfortable.

The fuel tank is of a sensible capacity; a noticeable point under the bonnet is the provision of a fuse to guard each circuit. The new oil filler in the top of the valve gear cover is a great convenience. The exhaust note is quieter than when the P-type was first produced, apart from a period of resonance at about 2,500 r.p.m.

A most desirable little sports car.

